

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

SCIP
PROJECT
#12

IMPORTANT: Please consult the "Instructions for Completing the Project Application of this form.

CB15J

SUBDIVISION: City of Cincinnati CODE# 061-15000

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/09/05

CONTACT: Curtis Hines PHONE # (513) 352-3462

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 352-1581 E-MAIL Curtis.Hines@cincinnati-oh.gov

PROJECT NAME: Rapid Run Road Improvements

SUBDIVISION TYPE
(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 840,000
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE
(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,200,000 FUNDING REQUESTED: \$ 840,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 840,000 LOAN ASSISTANCE: \$ _____
SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.
RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

2005 SEP -9 PM 3:27

ROAD RECORDS DEPT

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____/____/____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____/____/____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) **Project Engineering Costs:**
- 1. Preliminary Engineering \$ _____ .00
 - 2. Final Design \$ _____ .00
 - 3. Other Engineer Services * \$ _____ .00
 - Supervision \$ _____ .00
 - Miscellaneous \$ _____ .00
- b.) **Acquisition Expenses:**
- 1. Land \$ _____ .00
 - 2. Right-of-Way \$ _____ .00
- c.) **Construction Costs:** \$ 1,098,820 .00
- d.) **Equipment Purchased directly:** \$ _____ .00
- e.) **Other Direct Expenses:** \$ _____ .00
- f.) **Contingencies:** \$ 101,180 .00
- g.) **TOTAL ESTIMATED COSTS:** \$ 1,200,000 .00

MBE Force Account
\$ \$

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | | | | |
|---------------------------------------|-----------------------------|-------------------------|-------------|--|
| a.) | Local In-Kind Contributions | \$ _____ .00 | % | |
| b.) | Local Public Revenues | \$ <u>360,000</u> .00 | <u>30%</u> | |
| c.) | Local Private Revenues | \$ _____ .00 | | |
| d.) | Other Public Revenues | | | |
| | 1. ODOT PID# _____ | \$ _____ .00 | | |
| | 2. EPA/OWDA _____ | \$ _____ .00 | | |
| | 3. OTHER: _____ | \$ _____ .00 | | |
| SUB TOTAL LOCAL RESOURCES: | | \$ <u>360,000</u> .00 | <u>30%</u> | |
| | | | | |
| e.) | OPWC Funds | | | |
| | 1. Grant | \$ <u>840,000</u> .00 | <u>70%</u> | |
| | 2. Loan | \$ _____ .00 | | |
| | 3. Loan Assistance | \$ _____ .00 | | |
| SUB TOTAL OPWC RESOURCES: | | \$ _____ .00 | | |
| | | | | |
| f.) TOTAL FINANCIAL RESOURCES: | | \$ <u>1,200,000</u> .00 | <u>100%</u> | |

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Rapid Run Road Improvements

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION:

Rapid Run Road from City of Cincinnati's western corporation limit (WCL) to Glenway Avenue.

PROJECT ZIP CODE: 45238

b: PROJECT COMPONENTS:

Street rehabilitation of Rapid Run from WCL to Glenway, widening the pavement to 40' from WCL to Nebraska and improving the southeast corner radius at Rapid Run and Overlook. Updating and reconstructing the traffic signals along Rapid Run at Covedale, Nebraska and Overlook.

The cost of the widening and the corner rounding is covered in the local match.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The length of the project is 5100 feet. The existing pavement width is 34 feet. The proposed pavement width from WCL to Nebraska is 40 feet.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs. proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household. Attach current rate ordinance.

ADT: 17,842

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$ <u>1,080,000</u>	<u>90</u> %
State Funds Requested for Repair and Replacement	\$ <u>840,000</u>	<u>70</u> %
TOTAL PORTION OF PROJECT NEW/EXPANSION	\$ <u>120,000</u>	<u>10</u> %
State Funds Requested for New and Expansion	\$ <u>0</u>	<u>0</u> %

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>08 / 01 / 05</u>	<u>09 / 01 / 06</u>
4.2 Bid Advertisement:	<u>09 / 01 / 06</u>	<u>12 / 31 / 06</u>
4.3 Construction:	<u>01 / 01 / 07</u>	<u>12 / 01 / 07</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Scott Stiles
	TITLE	Assistant City Manager
	STREET	Room 104, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-3475</u>
	FAX	(513) <u>352-2458</u>
	E-MAIL	scott.stiles@cincinnati-oh.gov
5.2	CHIEF FINANCIAL OFFICER	William Moller
	TITLE	Director of Finance
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-6275</u>
	FAX	(513) <u>352-2370</u>
	E-MAIL	bill.moller@cincinnati-oh.gov
5.3	PROJECT MANAGER	Don Gindling, PE
	TITLE	Principal Public Works Construction Engineer
	STREET	Room 340, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) <u>352-1518</u>
	FAX	(513) <u>352-1581</u>
	E-MAIL	don.gindling@cincinnati-oh.gov

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

[] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

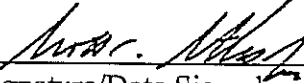
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Scott Stiles, Assistant City Manager

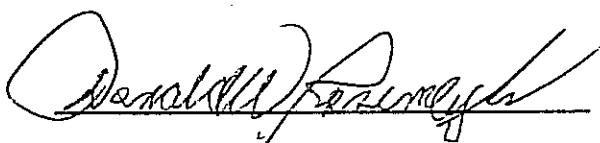
Certifying Representative (Type or Print Name and Title)

 7/8/05
Signature/Date Signed

September 9, 2005

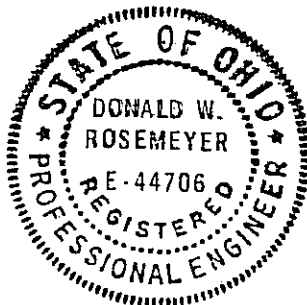
Subject: Rapid Run Road Improvement
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty (20) years.



(seal)

Donald W. Rosemeyer, P.E.
City Engineer
City of Cincinnati



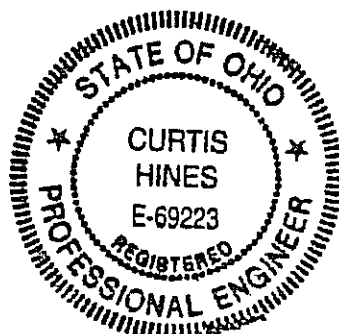
State Issue 2 Application - Round 20
Rapid Run Road, Western Corp. Limit to Glenway

REF.	ITEM NO.	ESTIMATED QUANTITIES	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	1 Lump Sum	Contract Bond	\$15,000.00	\$15,000
2	Special	2 ea.	Project Signs	\$400.00	\$800
3	201	1 Lump Sum	Clearing and Grubbing	\$8,700.00	\$8,700
4	202	50 l.f.	Fence Removed	\$3.00	\$150
5	202	520 s.y.	Pavement Removed	\$16.00	\$8,320
6	202	100 s.y.	Wearing Course Removed, Butt Joints (Concrete Pavement)	\$15.00	\$1,500
7	202	4 ea.	Inlet Removed	\$500.00	\$2,000
8	203	100 c.y.	Embankment	\$10.00	\$1,000
9	203	800 c.y.	Excavation	\$35.00	\$28,000
10	204	1,400 s.y.	Subgrade Compaction	\$2.00	\$2,800
11	204	10 hrs	Proof Rolling	\$60.00	\$600
12	251	90 s.y.	Part. Depth Pavt. Repair, Concrete Pavement	\$35.00	\$3,150
13	251	80 s.y.	Part. Depth Pavt. Repair, Flexible Pavement	\$30.00	\$2,400
14	252	430 s.y.	Full Depth Rigid Pavt Removal & Flexible Replacement	\$50.00	\$21,500
15	253	780 s.y.	Pavement Repair	\$45.00	\$35,100
16	254	21,000 s.y.	Pavement Planing, Bituminous	\$1.50	\$31,500
17	254	200 s.y.	Patching Planed Surface	\$5.00	\$1,000
18	301	200 c.y.	Asphalt Concrete Base	\$120.00	\$24,000
19	304	20 c.y.	Aggregate Base	\$30.00	\$600
20	305	750 s.y.	Concrete Base	\$45.00	\$33,750
21	448	875 c.y.	Asphalt Concrete Intermediate Course, Type 1	\$125.00	\$109,375
22	448	875 c.y.	Asphalt Concrete Surface Course, Type 1	\$125.00	\$109,375
23	602	5 c.y.	Brick Masonry	\$250.00	\$1,250
24	603	120 l.f.	12" Conduit, Type "H"	\$50.00	\$6,000
25	603	50 l.f.	15" Conduit, Type "H"	\$50.00	\$2,500
26	603	50 l.f.	3" Conduit, Type "G"	\$15.00	\$750
27	604	2 ea.	Manhole Adjusted to Grade W/Rings	\$100.00	\$200
28	604	15 ea.	Manhole Adjusted to Grade W/O Rings	\$375.00	\$5,625
29	604	2 ea.	Manhole Repaired and Adjusted to Grade	\$800.00	\$1,600
30	604	1 ea.	SGI Adjusted To Grade	\$400.00	\$400
31	604	1 ea.	SGI Repaired & Adjusted To Grade	\$450.00	\$450
32	604	15 ea.	DGI/CI Adjusted To Grade	\$450.00	\$6,750
33	604	15 ea.	DGI/CI Repaired & Adjusted To Grade	\$500.00	\$7,500
34	604	1 ea.	SGI Frame	\$250.00	\$250
35	604	4 ea.	DGI Frame	\$250.00	\$1,000
36	604	1 ea.	Inlets Repaired (Ditch or Curb) and Adjusted To Grade	\$400.00	\$400
37	604	30 ea.	Inlet Grates	\$100.00	\$3,000
38	604	4 ea.	Combination Inlet (CI)	\$3,500.00	\$14,000
39	606	2 ea.	Anchor Assembly, Type T	\$750.00	\$1,500
40	606	300 l.f.	Guardrail, Type 5	\$25.00	\$7,500
41	608	3,500 s.f.	Curb Ramp	\$8.00	\$28,000
42	608	350 s.f.	Detectable Warning, Type B	\$20.00	\$7,000
43	608	1,650 s.f.	Concrete Walk	\$5.50	\$9,075
44	609	1,200 l.f.	Concrete Curb Repair, Type P-4	\$20.00	\$24,000
45	609	1,200 l.f.	Concrete Curb Integral with Concrete Pavement, Type B-1	\$20.00	\$24,000
46	609	8,300 l.f.	Concrete Curb, Type S-1	\$20.00	\$166,000
47	609	500 l.f.	Concrete Curb, Type L-1	\$20.00	\$10,000
48	614	1 Lump Sum	Maintaining Traffic	\$30,000.00	\$30,000
49	614	100 hrs	Law Enforcement Officer with Patrol Car	\$60.00	\$6,000
50	619	1 Lump Sum	Field Office, Type A	\$5,000.00	\$5,000
51	621	130 ea.	Raised Pavement Marker, High Profile Yellow-Yellow	\$40.00	\$5,200
52	627	4,400 s.f.	Concrete Driveway	\$6.00	\$26,400
53	627	250 s.f.	Asphalt Driveway Repair	\$5.00	\$1,250
54	628	100 l.f.	Sawing Concrete	\$2.50	\$250
55	653	50 c.y.	Topsoil Furnished & Placed	\$35.00	\$1,750
56	660	100 s.y.	Sodding with Topsoil	\$8.00	\$800
57	1111	3 ea.	Furnish & Install Valve Chamber Frame	\$250.00	\$750
58	1111	3 ea.	Furnish & Install Valve Chamber Cover	\$150.00	\$450
59	1111	3 ea.	Valve Chambers Adjusted to Grade W/Rings	\$250.00	\$750
60	1111	5 ea.	Valve Chambers Adjusted to Grade W/O Rings	\$350.00	\$1,750
61	1111	2 ea.	Valve Chambers Repaired and Adjusted to Grade	\$1,000.00	\$2,000
62	1125	8 ea.	Resetting Existing Valve Boxes Complete	\$150.00	\$1,200
63	1125	2 ea.	Furnish & Install Valve Box Casting	\$250.00	\$500
64	1132	2 ea.	Resetting Existing Curb & Roadway Boxes	\$200.00	\$400
65	Special	3 ea.	Traffic Signal	\$65,000.00	\$195,000
66	Special	1 Lump Sum	Traffic Control - Signing and Striping	\$50,000.00	\$50,000
				UNOFFICIAL TOTAL	\$1,098,820

2.270

CONTINGENCY	\$101,180
ENGINEER ESTIMATE	\$1,200,000

Curtis A. Hines
Curtis A. Hines, P.E.
Senior Engineer



City of Cincinnati



Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

William E. Moller
Director

September 9, 2005

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2006 SCIP/LTIP Project Grants

Dear Mr. Bicking:

We will include the local shares for selected 2006 SCIP/LTIP Projects (Round 20 Funding) in the City Manager's recommended 2006 Capital Improvement Program. The eight projects submitted are:

STREET REHABILITATION PROJECT

McMillan Street – Central Parkway to Ravine Street

STREET REHABILITATION AND IMPROVEMENT PROJECT

Rapid Run Road – Glenway Avenue to West Corporation Line near Covedale Avenue

PIER WALL AND STREET REHABILITATION PROJECT

Glenview Avenue – Kirby Avenue to Belmont Avenue

STREET IMPROVEMENT PROJECTS

Hamilton Avenue – South Ridge Drive (formerly Windemere Drive) to Groesbeck Road
Riverside Drive (Formerly Eastern Avenue) – Eggleston Avenue to Bains Place

BRIDGE REPLACEMENT PROJECTS

Center Hill Avenue Bridge over Millcreek
Kennedy Avenue Bridge over NS Railroad

BRIDGE REHABILITATION PROJECT

Eighth Street Viaduct – Burns Street to McLean Street

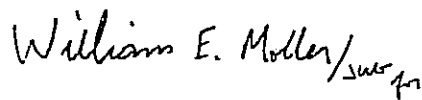
Page 2

Status of Funds for Local Share of 2006 SCIP/LTIP Project Grants

We expect to finance the local share for these projects from Street Improvement Bonds and Cincinnati Southern Railway lease proceeds. Additional matching funds are expected from the Ohio Department of Transportation and the Municipal Road Fund.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

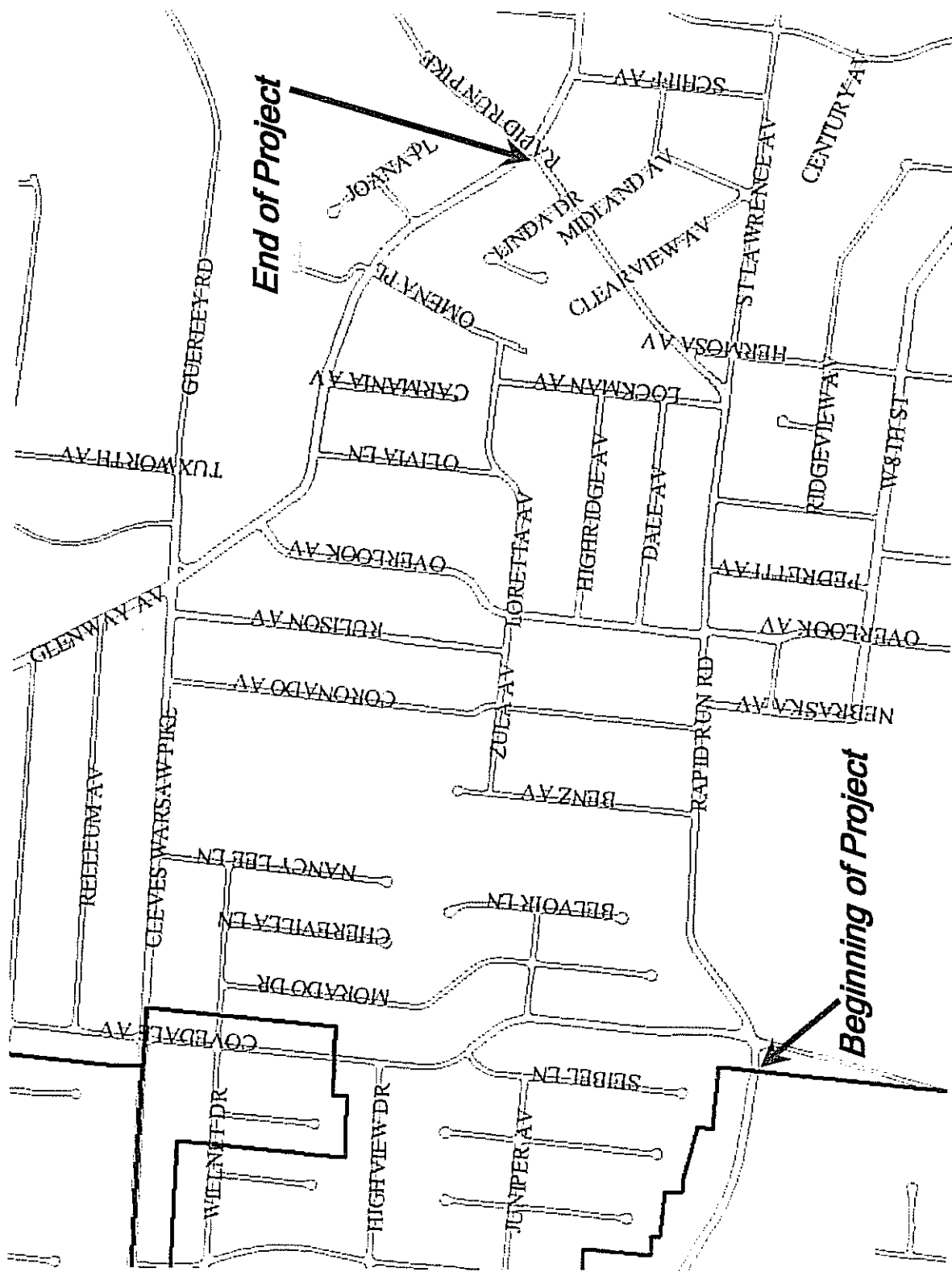
Sincerely,

A handwritten signature in black ink that reads "William E. Moller" followed by a stylized flourish or initials.

William E. Moller
Director of Finance

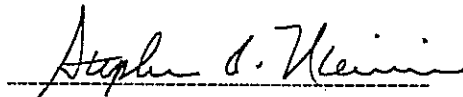
cc: S. Stiles, Assistant City Manager
C. Sigman, Budget
E. Enabnit, Transportation & Engineering
D. Rosemeyer, Engineering
K. Conn, Engineering
J. Vogel, Engineering
J. Buttner, Engineering
J. Brazina, Engineering
G. Long, Engineering
C. Ertel, Engineering
C. Hines, Engineering
D. Cline, Engineering

Rapid Run Road – Improvement



CERTIFICATION OF TRAFFIC COUNT

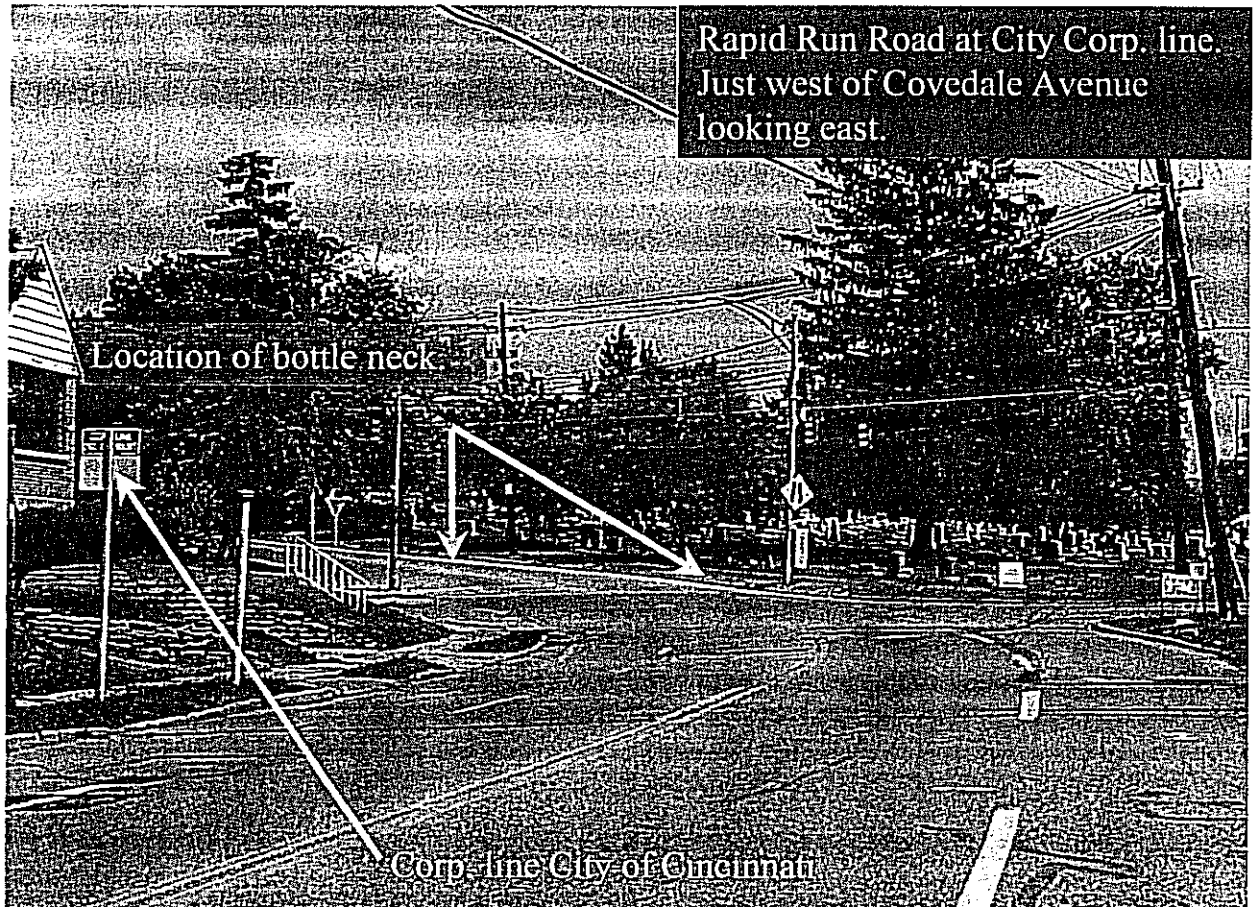
As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Rapid Run Improvements** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.



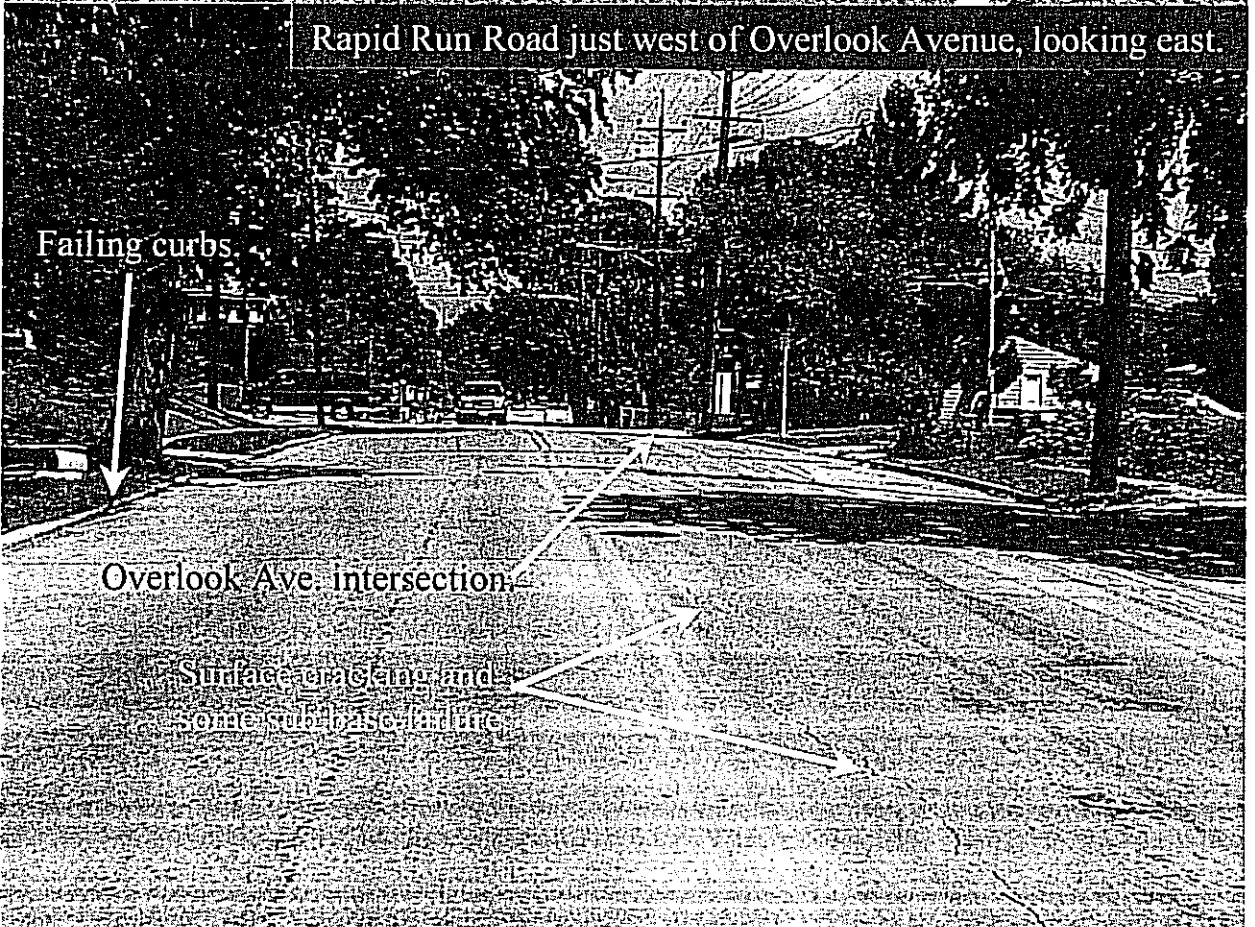
Stephen I. Niemeier, P.E.
Principal Traffic Engineer

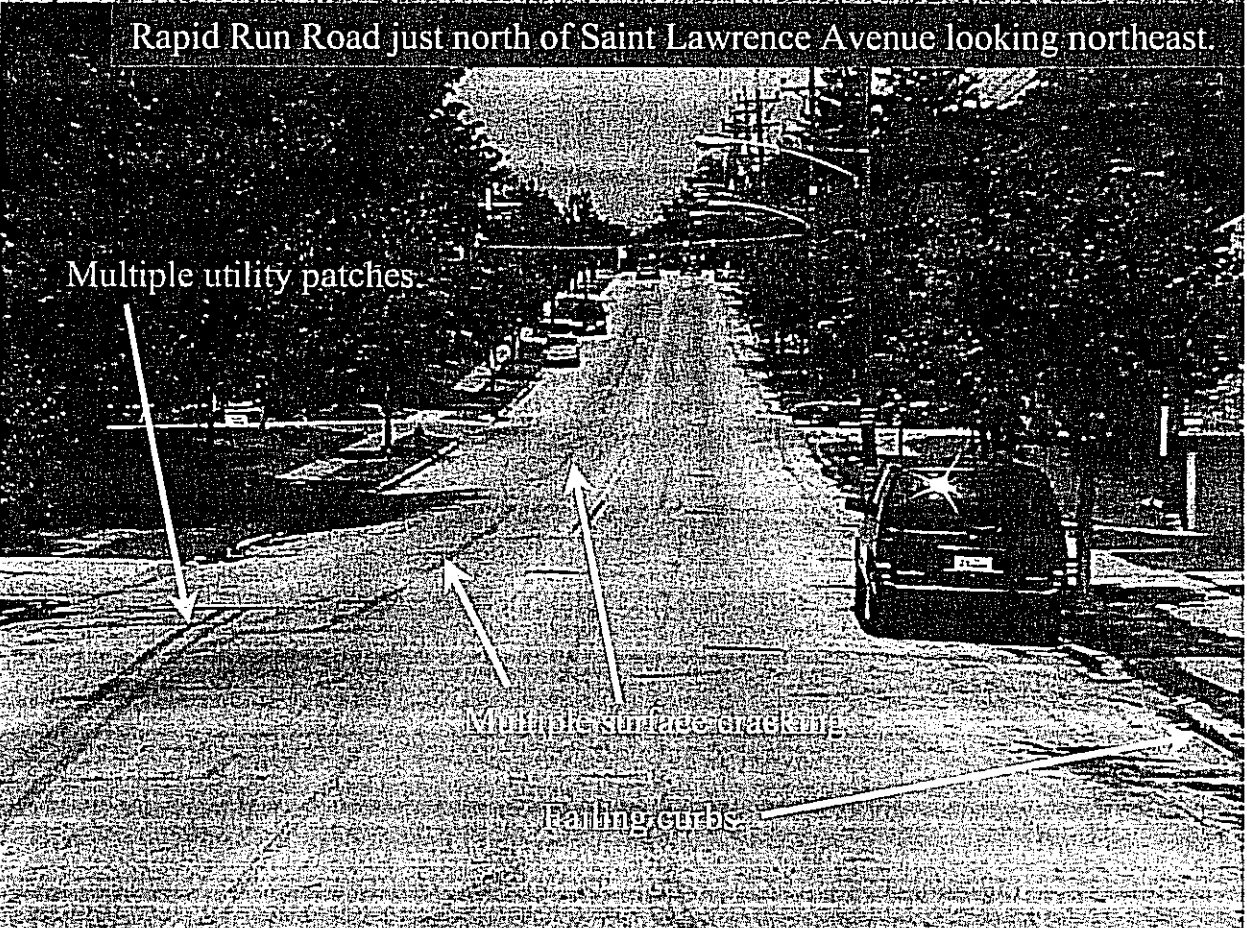
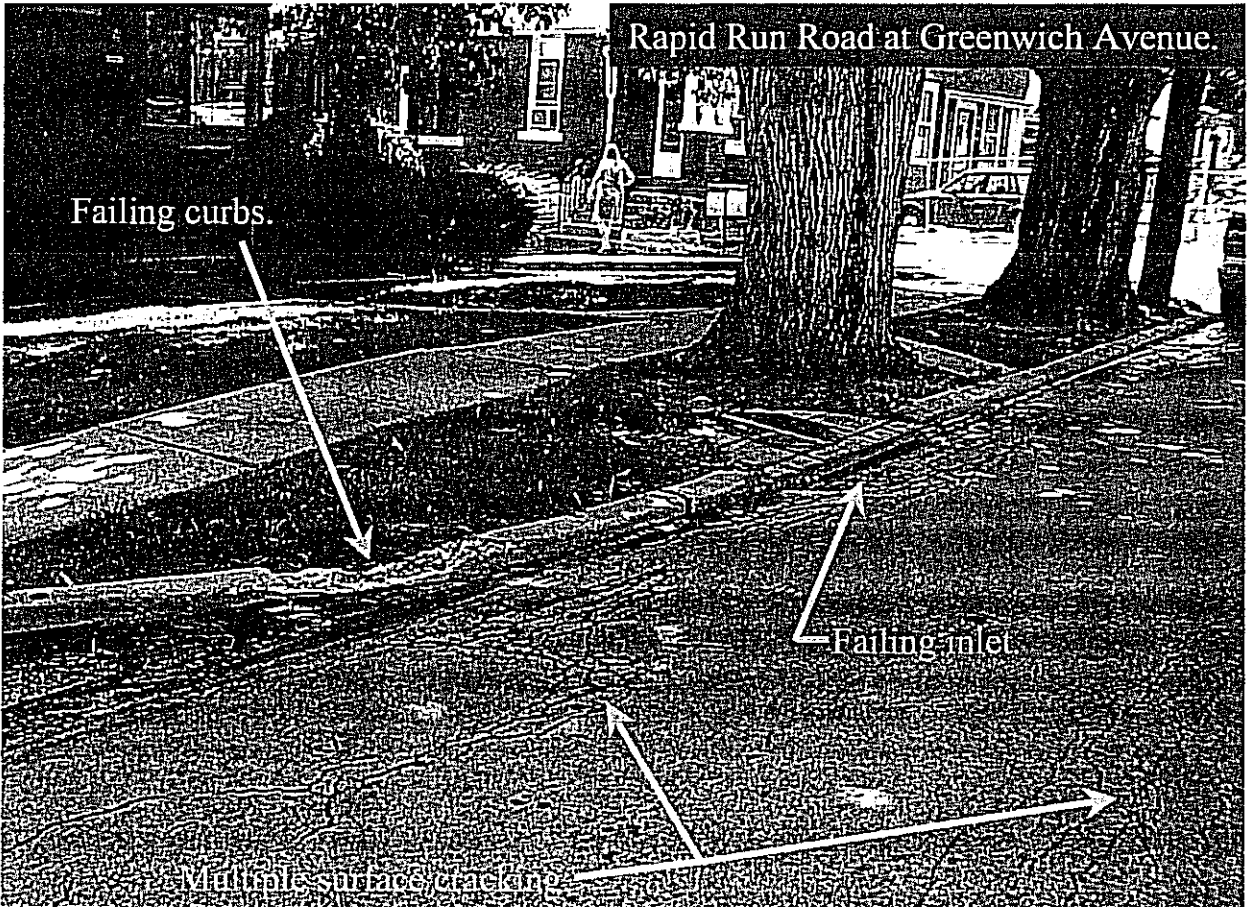


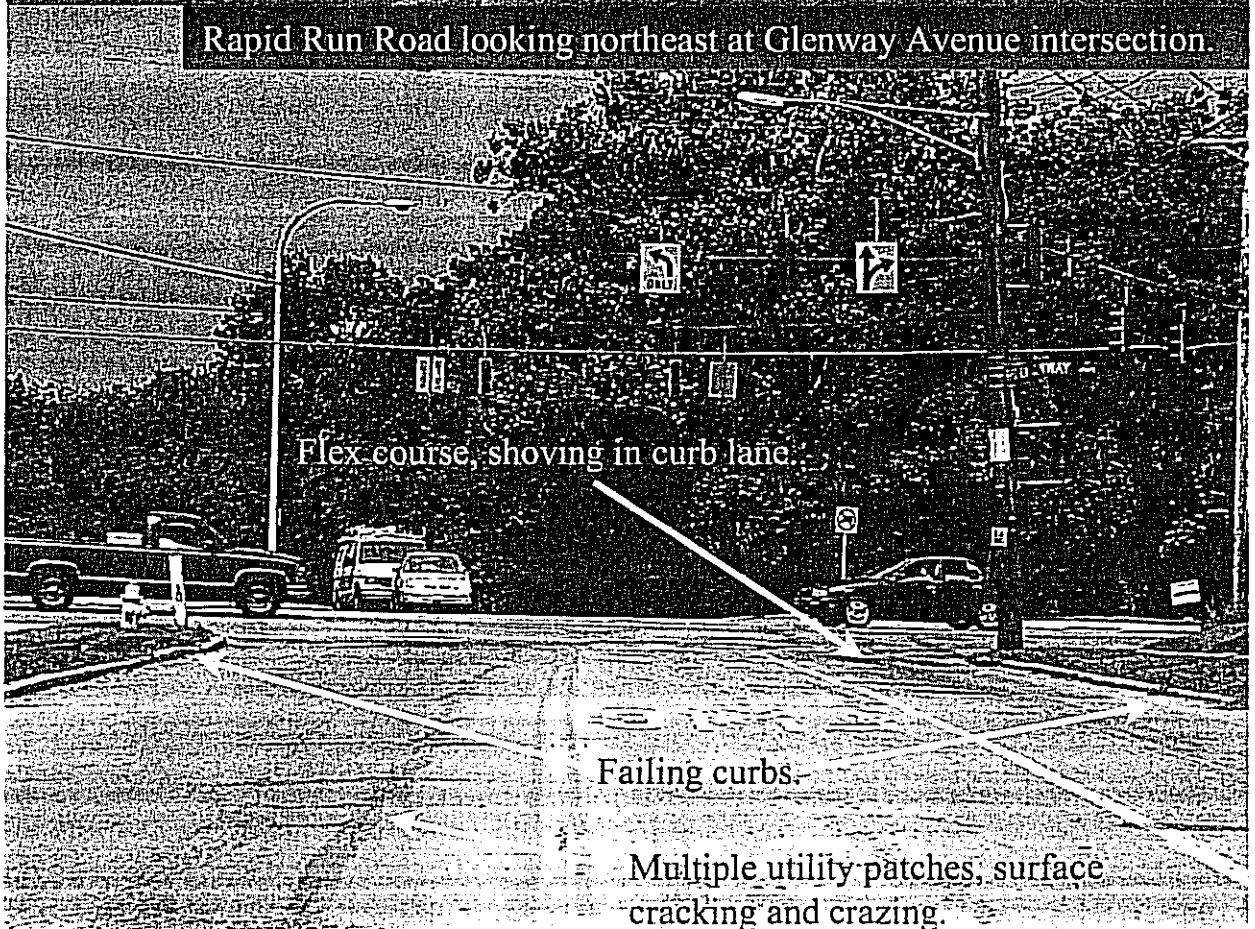
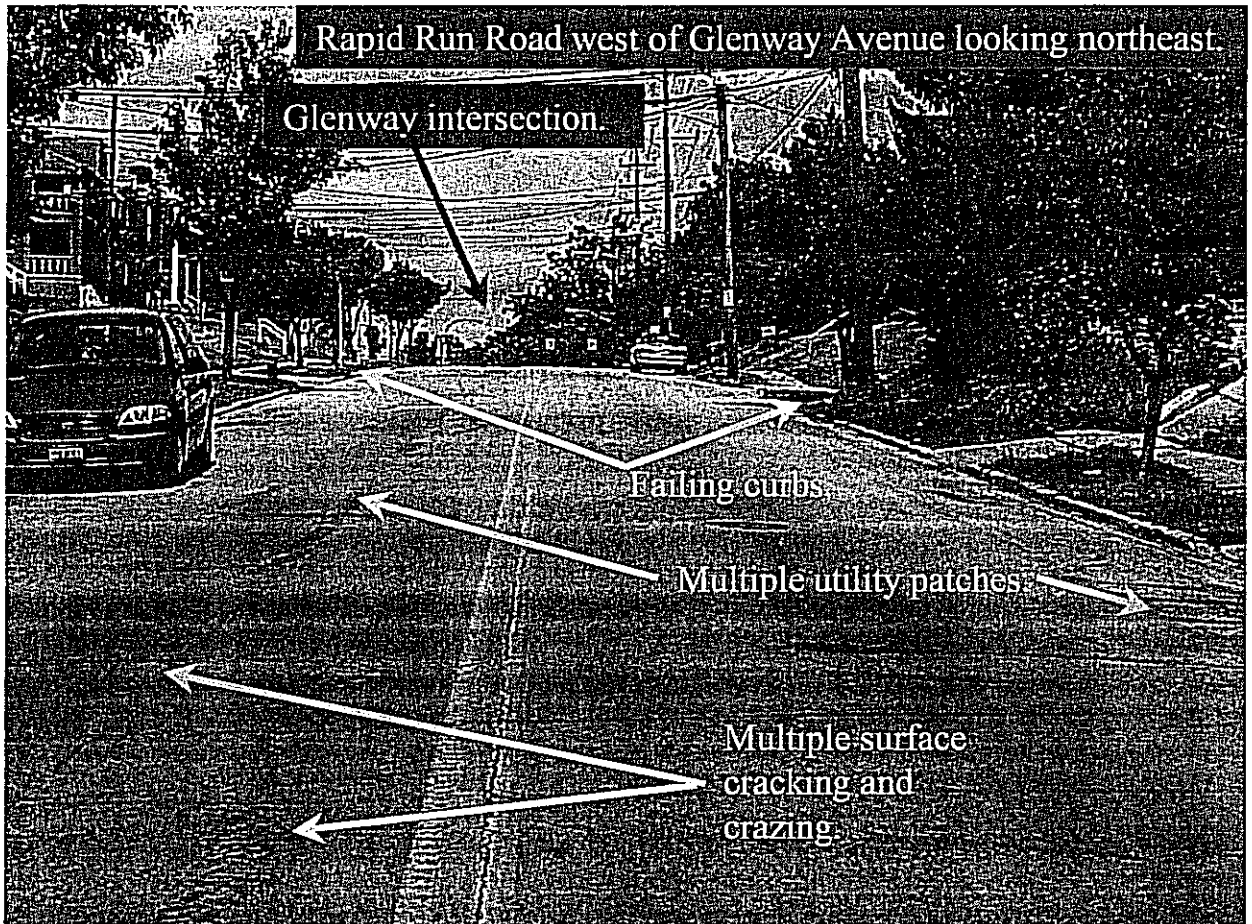
Rapid Run Road at City Corp. line.
Just west of Covedale Avenue
looking east.



Rapid Run Road just west of Overlook Avenue, looking east.







ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X____NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The physical condition of the pavement is poor due to cracking, rutting, potholes and utility cuts. The pavement requires moderate full depth, partial depth, and curb repair. The pavement was last rehabilitated in 1983. The signals at Rapid Run and Overlook and Covedale are in critical condition. The whole signal system needs to be replaced and upgraded. The signal at Covedale was built in 1964 and the signal at Overlook was built in 1969. Attached are service requests for repairs along Rapid Run.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The project will have considerably significant importance to the Public. The proposed improvement will eliminate the bottleneck on Rapid Run immediately east of the Covedale Avenue intersection thus reducing rear-end and sideswipe accidents in the substandard merging area. The improvement will construct an additional lane that starts at Covedale Avenue and will end at Nebraska Avenue becoming a right turn only. In addition the existing signal has reached its useful life and is not functioning consistently (see complaints), going to flash and not working at all leading to congestion that precipitates some of the documented accidents. The attached accident data and complaint logs clearly demonstrate the frequency and severity of the safety problems. The proposed improvement will rectify the problems by rebuilding the signals and constructing the additional lane.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed project has no measurable impact to the health of the Public.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Rapid Run Road Improvement

Priority 2 Glenview Avenue Pier Wall and Street Rehabilitation

Priority 3 Hamilton Avenue Improvement

Priority 4 McMillan Street Rehabilitation

Priority 5 Riverside Drive Improvements

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

0%

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The proposed project will have minimal impact on economic growth.

7) Matching Funds - **LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 31st of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

The proposed improvement will meet current demand by eliminating the bottleneck that currently occurs in the eastbound direction on Rapid Run east of Covedale Avenue. The proposed additional lane between Covedale and Nebraska will ease congestion at Rapid Run and Covedale during peak hours.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 2

- a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. _____ 6 _____ Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This improvement will have a significant impact on the infrastructure of the area. Rapid Run is classified as a minor arterial that provides a connection between the City of Cincinnati and the County roads that carries a large volume of traffic.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 17,842 X 1.20 = 21,410 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City earnings tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

**SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007**

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: RAPID RUN ROAD IMPROVEMENTS

RATING TEAM: 3

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

15

2.27%
Rough D11

Appeal Score

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

15

Appeal Score

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

20

Appeal Score

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? In all cases, quantified documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

25

Appeal Score

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- 10 - Less than 10%
 9 - 10% to 19.99%
 8 - 20% to 29.99%
 7 - 30% to 39.99%
 6 - 40% to 49.99%
 5 - 50% to 59.99%
 4 - 60% to 69.99%
 3 - 70% to 79.99%
 2 - 80% to 89.99%
 1 - 90% to 95%
 0 - Above 95%
- Appeal Score _____
- (10)

Criterion 5 – User Fee-funded Agency Participation

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- 10 – The project will directly secure new employment
 5 – The project will permit more development
 0 – The project will not impact development
- Appeal Score _____
- (5)

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) Matching Funds - LOCAL
- 10 - This project is a loan or credit enhancement
 10 - 50% or higher
 8 - 40% to 49.99%
 6 - 30% to 39.99%
 4 - 20% to 29.99%
 2 - 10% to 19.99%
 0 - Less than 10%

List total percentage of "Local" funds 30 %

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds 0 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

(4)

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

(6)
STRESSING TRAFFIC
SIGNALS. APPLICATION
DOES NOT GIVE LOS

Appeal Score

6

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

$\text{Existing users} \times \text{design year factor} = \text{projected users}$

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

✓ Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

- 5 Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

Criterion 10 – Readiness to Proceed

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

- 10 – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

6

Appeal Score

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact – Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

Appeal Score

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

Appeal Score

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.C must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

3 - One of the above

0 - None of the above

Appeal Score

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.